

Message Text

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E.O. 11652: N/A

TAGS: EAIR, UK

SUBJECT: US TRAVEL GROUP CHARTERS

ROGERS, DEPARTMENT OF TRADE, REQUESTED AUGUST 10 THAT WE PASS THE FOLLOWING LETTER TO MR. MICHAEL STYLES, DIRECTOR, OFFICE OF AVIATION, DEPARTMENT OF STATE. BEGIN QUOTE: TRAVEL GROUP CHARTERS. THANK YOU FOR YOUR LETTER OF 27 JULY ABOUT THE SUBSTITUTION PROVISIONS ON US TRAVEL GROUP CHARTERS.

I WOULD NOT HAVE EXPECTED OUR DECISION TO EXERCISE OUR OPTION TO WITHDRAW OUR ACCEPTANCE OF THE SUBSTITUTION PROVISIONS ON TGCS, WITH EFFECT FROM 1 OCTOBER 1976, TO COME AS ANY SURPRISE TO YOU. THIS IS A TOPIC THAT WAS DISCUSSED AT GREAT LENGTH DURING OUR MEETINGS EARLIER THIS YEAR; AND YOU WERE THEREFORE WELL AWARE OF OUR OBJECTIONS BOTH TO THE PRINCIPLE OF SUBSTITUTION ON CHARTERS OF AN "ADVANCE BOOKING" TYPE AND TO THE LEVEL OF SUBSTITUTION PERMITTED BY YOUR RULES. THE EVENTUAL COMPROMISE WAS THAT WE WOULD ACCEPT SUBSTITUTION AT THE 15 LEVEL UP TO 30 SEPTEMBER 1976, BUT THAT WE WOULD HAVE THE RIGHT TO REFUSE ANY SUBSTITUTION AFTER THAT DATE.

I AGREE THAT THE MEMORANDUM OF UNDERSTANDING REQUIRES THE EXERCISE OF THIS RIGHT TO TAKE PLACE "FOLLOWING CONSULTATIONS." OWEN KEMMIS'S PURPOSE IN WRITING TO YOU ON 7 JULY WAS TO LET YOU KNOW OF OUR INTENTION IN GOOD TIME AND TO GIVE YOU THE OPPORTUNITY, IF YOU WISHED TO ADD THIS TO THE LIST OF TOPICS FOR DISCUSSION AT OUR MEETING IN WASHINGTON IN THE FOLLOWING WEEK. SINCE YOU DID NOT

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MENTION IT AT THAT TIME, I NATURALLY ASSUMED THAT YOU

ACCEPTED THE POSITION. HOWEVER, I REMAIN READY TO DISCUSS THE MATTER WITH YOU AND, IF YOU WISH TO DO SO, WOULD WELCOME YOU HERE AS SOON AS YOU RETURN FROM LEAVE. THIS IS, AS I AM SURE YOU WILL APPRECIATE, NOW BECOMING RATHER URGENT; SINCE WE ARE ALREADY WITHIN THE 60-DAY PERIOD FOR FLIGHTS THAT ARE DUE TO TAKE OFF ON 1 OCTOBER. IF THERE IS TO BE ANY CHANGE FROM OUR PRESENT POSITION WE OUGHT THEREFORE TO LET THE AIRLINES KNOW QUICKLY.

YOU ASKED WHAT EXPERIENCE, AND WHICH CONSIDERATIONS, LED US TO EXERCISE OUR OPTION. APART FROM OUR OBJECTIONS OF PRINCIPLE WHICH I HAVE MENTIONED ABOVE THERE ARE TWO MAIN FACTORS. THE FIRST IS THAT THE OVERALL LEVEL OF SUBSTITUTION IS MUCH HIGHER THAN COULD REASONABLY BE EXPLAINED BY ILLNESS OR OTHER REASONS OF A "COMPASSIONATE" NATURE. THE OTHER IS THAT ALL THE INDICATIONS ARE THAT THE OPPORTUNITIES FOR SO CALLED "SUBSTITUTION" ON TGC'S ARE FEEDING A MARKET FOR "ON DEMAND," TRANSPORTATION-ONLY TRAVEL BY CHARTER AIRLINES. THE EXISTENCE OF THIS MARKET IS ONE OF THE FACTORS THAT IS UNDERMINING THE EFFORT TO CLEAN-UP THE SCHEDULED MARKET ITSELF.

THESE DIFFICULTIES ARE COMPOUNDED BY THE FACT THAT THE REVISED ARRANGEMENTS THAT WE AGREED WITH YOU IN MARCH, REGARDING THE PROVISION OF PASSENGER LISTS, MAKE IT VIRTUALLY IMPOSSIBLE TO CONDUCT EFFECTIVE SPOT CHECKS ON GROUPS TO WHICH THE SUBSTITUTION CONCESSION IS APPLIED.

IF WE WERE TO ACCEPT SOME FORM OF CONTINUED ARRANGEMENTS FOR SUBSTITUTION ON TGCS IT WOULD THEREFORE NEED TO BE ON A BASIS WHICH MET THESE CONCERNS.

PERHAPS YOU COULD LET ME KNOW EITHER THROUGH YOUR EMBASSY IN LONDON, OR THROUGH OUR EMBASSY IN WASHINGTON (TO WHOM I AM SENDING A COPY OF THIS CORRESPONDENCE) WHETHER YOU WISH TO ACCEPT MY OFFER OF CONSULTATIONS AND, IF SO, HOW SOON YOU COULD COME?

YOURS SINCERELY,
G. T. ROGERS

END QUOTE.

LETTER ITSELF BEING PASSED UNDER COVER OF TRANSMITTAL.
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PIERS

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